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BOEING VERTOL CO PHILADELPHIA PA  
LEVEL OF REPAIR (LOR) SUMMARY REPORT FOR THE 'AUTOMATED LIFE RA--ETC(U)  
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"HELICOPTER FLOTATION SYSTEM"

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ABSTRACT

This document summarizes the Level of Repair (LOR) analysis by tabulating the LOR decisions for all the items analyzed for the externally mounted, automatically expelled/inflated multiplace lift raft for helicopters, Automated Life Raft (ALR) and the sink rate delay/improved in-water stability for helicopters (Helicopter Flotation System) (HFS).

KEY WORDS

Automated Life Raft  
Weapon Replaceable Assemblies  
Work Unit Codes  
Optimum Repair Level Analysis  
Helicopter Flotation System

ABBREVIATIONS

ALR	Automated Life Raft
ORLA	Optimum Repair Level Analysis
WRA	Weapon Replaceable Assemblies
WUC	Work Unit Codes
HFS	Helicopter Flotation System
SDLM	Standard Depot Level Maintenance
BCM	Beyond Capability Maintenance
IMA	Intermediate Maintenance Activity
NSN	National Stock Number

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### 1. INTRODUCTION (ALR)

This report summarizes the methodology and results of the Level of Repair (LOR) analysis conducted on applicable Automatic Life Raft (ALR) installation components. The LOR model is described, and tabulated inputs and outputs of model manipulations are provided. Three significant units were analyzed; the Weapon Replaceable Assemblies (WRA's), along with their identifying Work Unit Codes (WUC's) are listed below.(item part numbers have yet to be established)

<u>WRA</u>	<u>WUC</u>
Life Raft Container	91181.00
Cockpit Control	91182.00
Cabin Control	91183.00

Components housed within the Life Raft Container were not considered during the LOR analyses since these components would be Government Furnished Equipment (GFE).

### 2. LOR RECOMMENDATIONS (ALR)

Multiple exercising of the model with significant variance of the driving variables of unit cost and removal rate indicate that decision to repair all three WRA's at the intermediate level of maintenance is valid. Substantiation for this recommendation is provided in subsequent paragraphs and justify the Maintainability Block Diagram and Mathematical Model contained in Report D210-11163-1.

### 3. ANALYTICAL PROCEDURE

The procedure used to establish the level of repair recommendations is called the Boeing Vertol Optimum Repair Level Analysis (ORLA) model. ORLA has been applied successfully on existing government programs and its use on the ALR study is considered cost effective.

**3.1 ORLA Model.** This model simulates the support scenario for an equipment life cycle and computes the relative support costs for three maintenance alternatives; i.e., discard upon failure, repair at the intermediate level of maintenance or repair at depot. The model inputs forty-one support parameters and computes 65 cost outputs relative to the three decision alternatives. The first 19 input parameters are described in Table 1 and are the parameters most affected by equipment design. The next 22 parameters, listed in Table 2, are semi-fixed variables and are primarily government supplied data describing life cycle, force size and structure, and cost constants currently applied by the government. The semi-fixed variables currently employed in the model are shown in parenthesis in Table 2.

TABLE 1

ORLA INPUT DATA  
ELEMENTS 1-19 DESCRIPTIONS  
CONTRACTOR INPUT

1. Procurement cost of one repairable WRA
2. Procurement cost of one discardable WRA
3. Repairable WRA replacement rate per million flight hours
4. Discardable WRA replacement rate per million flight hours
5. Number of WRA's per aircraft
6. BCM9 rate
7. Maintenance manhours required to repair WRA
8. Range (number) of parts to be provisioned for repair
9. Number of new part types to be placed in inventory
10. Number of maint. instruction pages required for WRA fault isolation
11. Number of maint. instruction pages required for WRA repair actions
12. Unpackaged weight of WRA (pounds)
13. Initial cost of PGSE required for repair (per site)
14. PGSE yearly maintenance cost (decimal % of initial cost)
15. Initial prorated cost of CGSE required for repair (per site)
16. CGSE yearly maintenance cost (decimal % of initial cost)
17. Bench floor space for repair activity (square feet)
18. Yearly cost to train personnel per repair activity
19. Average cost of parts per WRA repair action.

TABLE 2

ORLA INPUT DATA  
ELEMENTS 20-41 DESCRIPTIONS  
GOVERNMENT INPUT

20. Length of depot pipeline - months (6.0)
21. Intermediate maintenance activity turnaround time - days (20.0)
22. Order and shipping time - days (3.0)
23. Depot labor wage rate - \$/hour (12.87)
24. IMA labor wage rate - \$/hour (8.93)
25. Cost to introduce new part in inventory (206.23)
26. Yearly cost to keep part in inventory (375.68)
27. Average cost of originating one page of tech data (150.00)
28. Cost to introduce new assembly in inventory (233.09)
29. Yearly cost to keep new assembly in inventory (587.49)
30. Preparation for shipping labor rate - \$/pound (0.19)
31. Preparation for shipping material rate - \$/pound (0.10)
32. Shipping rate to/from depot - \$/pound (0.60)
33. Packaged to unpackaged weight ratio (1.30)
34. Supply admin. cost - \$/NSN/year (4.93)
35. System life cycle - calendar years (10)
36. Aircraft utilization - flight hours/month (69)
37. Number of intermediate maintenance activities (5)
38. Receiving charges for each order (12.00)
39. Cost of maintenance space - \$/square foot/year (10.00)
40. Yearly storage cost - decimal % of unit cost (0.20)
41. Number of aircraft supported per IMA (225)

3.2 ORLA Model Output. Using the input variables the model simulates a logistics support life cycle, and prints out cost elements relating to discard, intermediate and depot repair alternatives. Descriptions for the numerical line entries of the printed output are given in Table 3.

#### 4. ALR INSTALLATION ORLA'S

Due to the fluidity of this conceptual study of the ALR installation, it was decided to conduct multiple ORLA's on each ALR component to ensure the validity of the level of repair decisions. Two of the major drivers of the ORLA are the variables of unit cost and the replacement frequency. Each of these parameters was significantly changed three times while holding all other variables constant. The resultant nine ORLA's for each component are summarized in the following paragraphs. The detail input and output readouts of each ORLA run are contained in the Appendix.

4.1 Life Raft Container ORLA Summary. Life Raft Container ORLA's were conducted at unit costs of \$300, \$600 and \$1200 with Mean Time Between Removals (MTBR's) of 400, 10,000 and 20,000 hours. Figure 1 is a chart of the relative merits of the repair decisions compared against the cost of discard (the most costly decisions in all cases). Intermediate level repairs ranged from 88% to 33% of discard costs, while depot ranged from 91% to 42%. Intermediate repair was most cost effective for all runs. However, at the high MTBR of 20,000 flight hours, intermediate and depot repair decisions were close. As the MTBR decreased, the intermediate level decision became more pronounced. The decision of intermediate repair of the life raft container is considered valid.

4.2 ALR Cockpit Control ORLA Summary. The ORLA's conducted used unit costs of \$50, \$100 and \$200 coupled with MTBR's of 1,000, 5,000 and 10,000 hours. The results of these ORLA's are portrayed in Figure 2 as a comparison against discard, the most costly concept. The validity of the intermediate repair level concept is easily recognized as it ranges from 78% to 33% of the discard cost.

4.3 ALR Cabin Control ORLA Summary. Figure 3 presents the results of the Cabin Control ORLA's. Unit Costs of \$75, \$150, \$300 and MTBR's of 1,000, 5,000 and 10,000 hours resulted in an Intermediate level repair decision.

#### 5. INTRODUCTION (HFS)

This report summarizes the rationale used to establish the Level of Repair (LOR) for Helicopter Flotation System (HFS) components. As indicated in subsequent paragraphs, application of the Optimum Repair Level Analysis (ORLA) model was not required. Significant HFS Weapon Replaceable Assemblies (WRA's) addressed, along with their Work Unit Codes (WUC's) are listed below. (Item part numbers have yet to be established).

## 5. (Continued)

WRAWUC

Float	91211 and 91221
Cockpit Control	91231
Cabin Control	91232

System components which will be Government Furnished Equipment (GFE) are not considered in this report since their maintenance shall be as directed by the Government.

## 6. LOR RECOMMENDATIONS (HFS)

Overall LOR recommendations are as follows:

WRALOR

Float (Flotation Bag)	Depot (NARF)
Cockpit Control	Intermediate (AIMD)
Cabin Control	Intermediate (AIMD)

These recommendations have been implemented in the Maintainability Block Diagram and Mathematical Model contained in Report D210-11163-1.

## 7. LOR RATIONALE

7.1 Float (Flotation Bag) Rationale. Requirements to be imposed on flotation bag suppliers negate the requirement for fleet level repair. The bags shall be so designed that they shall not require inspection or testing between the 24 month H-46 helicopter Standard Depot Level Maintenance (SDLM). When used as part of an H-46 water recovery operation, the bag shall either be discarded or shipped to depot for repair. No other maintenance, with the exception of pod security inspections, shall be required. Based on this concept, ORLA is not required since the repair level is dictated by design decisions and requirements imposed on suppliers.

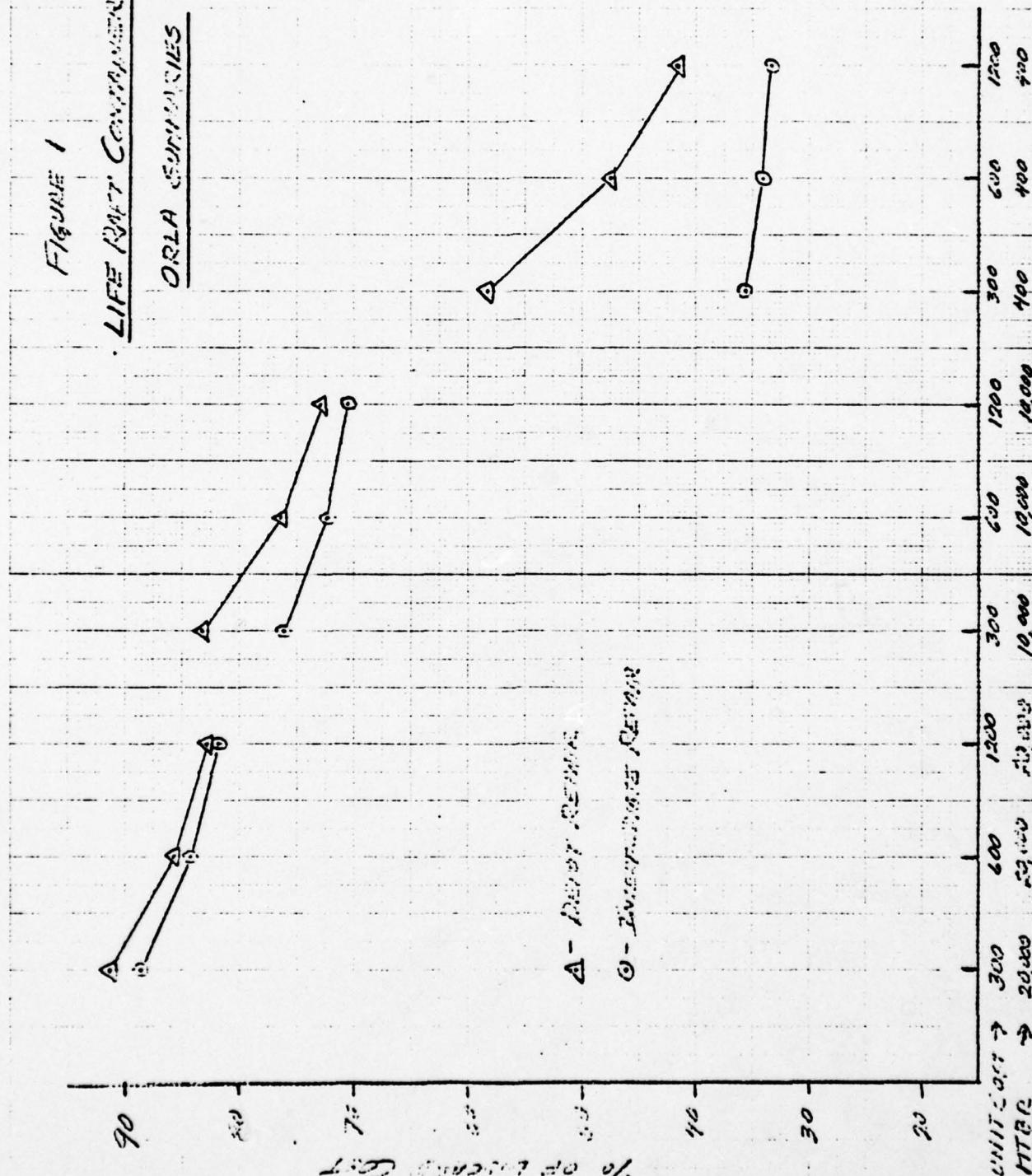
7.2 Controls Rationale. The decision to repair the cockpit and cabin controls at the intermediate level of maintenance is based on their similarity to the control units of the Automatic Life Raft (ALR) installation. In the event that both the ALR and HFS are installed in the H-46 helicopter, it is anticipated that the controls for both systems will be installed in common control units. The ORLA model was exercised on the ALR control units to determine their LOR as described in Paragraphs 3 and 4. These paragraphs describe the analytical procedure and model used.

TABLE 3

ORLA COST INPUTS

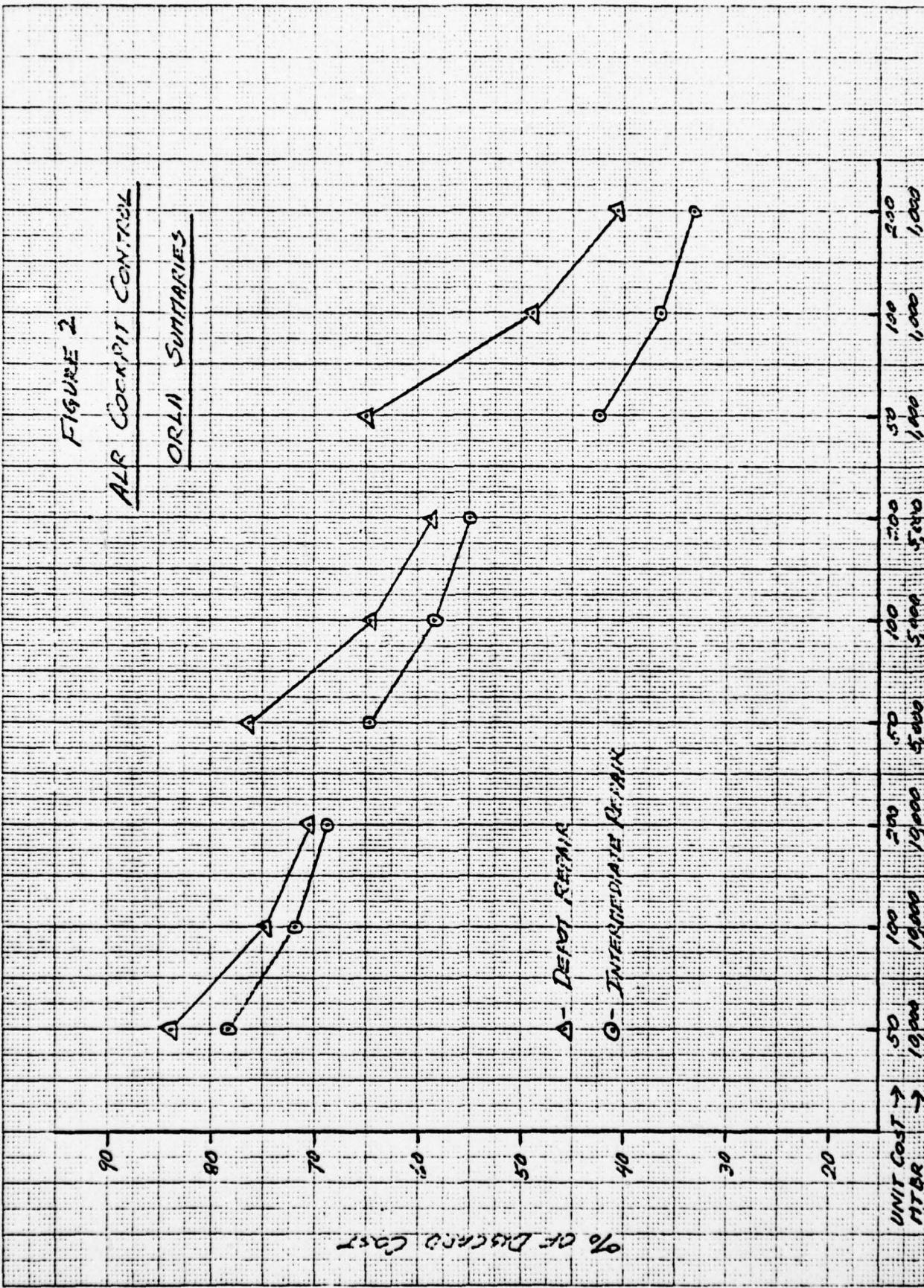
<u>DISCARD</u>	<u>Concept Costs</u>	<u>Concept Costs</u>	<u>DEPOT REPAIR</u>
ORLA Ident.	ORLA Ident.	ORLA Ident.	ORLA Ident.
1- Initial quantity	14- Initial quantity	42- Initial quantity	42- Initial quantity
2- Requisitioning	15- Requisitioning (WRA)	43- Requisitioning	43- Requisitioning
3- Replacement	16- Replacements (Condem.)	44- Replacements (Condem.)	44- Replacements (Condem.)
4- <u>Total Procurement</u>	17- Requisitioning (Parts)	45- Replenishment (Parts)	45- Replenishment (Parts)
5- New Assembly	18- Replenishment (Parts)	46- Depot Pipeline	46- Depot Pipeline
6- Storage	19- <u>Total Procurement</u>	47- Total Procurement	47- Total Procurement
7- Receiving	20- New Assembly	48- New Assembly	48- New Assembly
8- Field Supply Administration	21- New Parts	49- New Parts	49- New Parts
9- Total Inventory	22- Storage (WRA)	50- Storage (WRA)	50- Storage (WRA)
10- Packing	23- Storage (Parts)	51- Receiving (WRA)	51- Receiving (WRA)
11- Shipping	24- Receiving (WRA)	52- Total Inventory	52- Total Inventory
12- <u>Total Transportation</u>	25- Receiving (Parts)	53- Shipping Failures	53- Shipping Failures
13- <u>TOTAL DISCARD CONCEPT</u>	26- Field Supply Administration	54- Total Transportation	54- Total Transportation
	27- Total Inventory	55- PGSE Procurement	55- PGSE Procurement
	28- Packing (WRA)	56- CGSE Procurement	56- CGSE Procurement
	29- Packing (Parts)	57- Floor Space	57- Floor Space
	30- <u>Total Transportation</u>	58- Total Troubleshooting	58- Total Troubleshooting
	31- PGSE Procurement	59- Trouble Manual	59- Trouble Manual
	32- CGSE Procurement	60- CFE Manual	60- CFE Manual
	33- Floor Cost	61- Total Manuals	61- Total Manuals
	34- <u>Total Troubleshooting</u>	62- Direct Manhours	62- Direct Manhours
	35- Trouble Manual	63- Personnel Training	63- Personnel Training
	36- CFE Manual	64- Total Personnel	64- Total Personnel
	37- Total Manuals	65- <u>TOTAL DEPOT REPAIR</u>	65- <u>TOTAL DEPOT REPAIR</u>
	38- Direct Manhours		
	39- Personnel Training		
	40- Total Personnel		
	41- <u>TOTAL BASE REPAIR</u>		

Figure 1  
LIFE RATES COMPARED  
ORLA USES



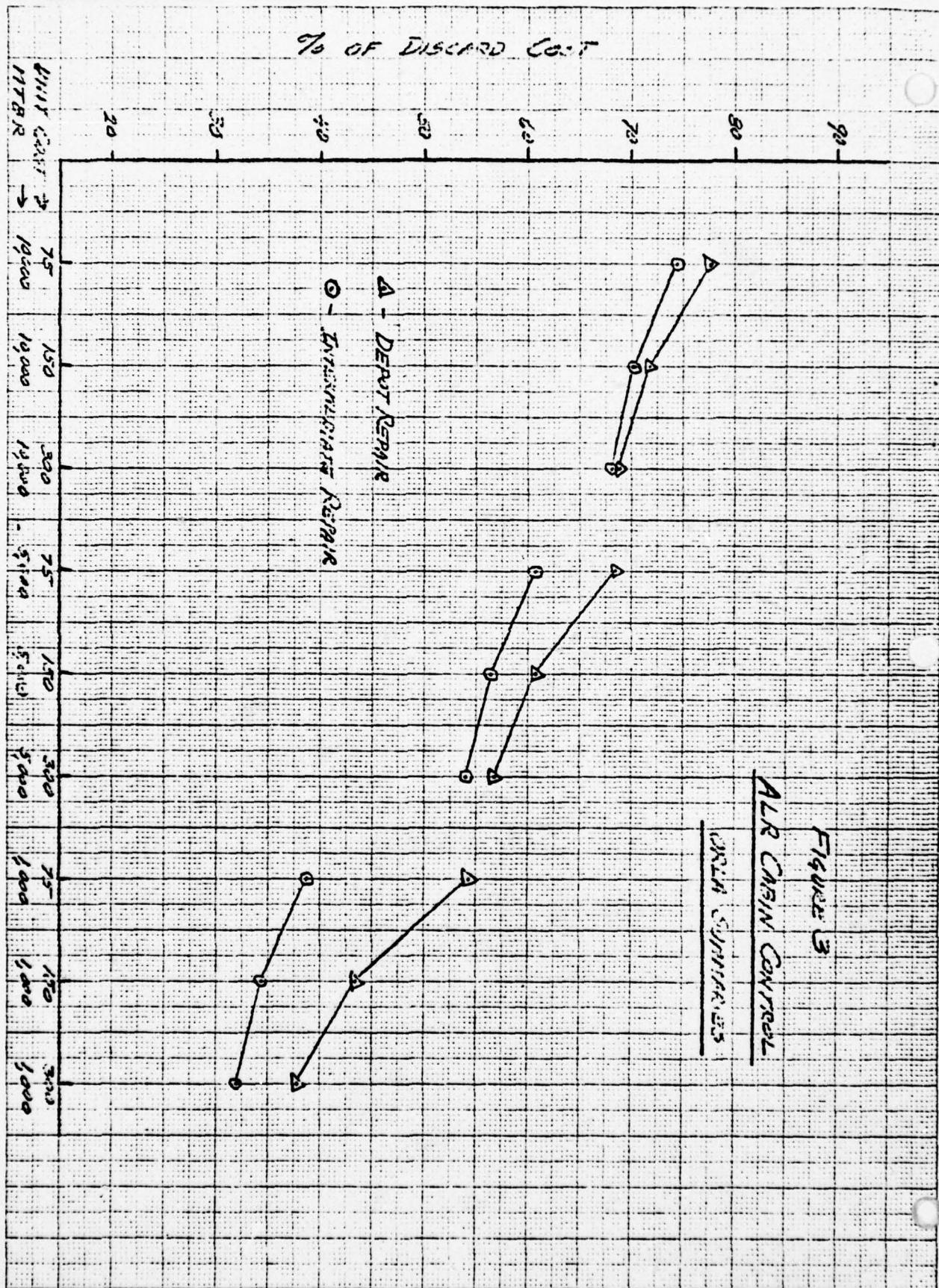
A - BOEING COMPANY

B - DOUGLAS COMPANY



% OF DISCARDED COAT

Figure 3  
ALR CHAIN Control  
MARCH 1943



THE BOEING COMPANY

NUMBER D210-11156-1  
REV LTR

**APPENDIX A**

**DETAILED ORLA INPUT/OUTPUT READOUTS**

LIFE RAPP CONTAINER  
UNIT COST \$300  
MTDR 20,000 HOURS

AREA OUT

OPLA INPUT DATA

1	675600	
2	4500	
3	279000	4
4	958500	
5	5521	
6	9000	
7	5500	
8	247	
9	20346	
10	1938	9
11	2174	
12	12	
13	32200	13
14	675000	
15	30000	
16	55500	
17	22500	
18	22500	19
19	758250	
20	5221	
21	43046	
22	60000	
23	4500	
24	220	
25	9000	
26	3744	
27	74233	
28	6621	
29	1736	
30	31	8157
31	3750	
32	31	
33	8000	
34	11750	
35	32	
36	300	
37	3250	
38	6810	7350
39	36600	
40	42810	41
41	675000	
42	675000	
43	1500	
44	55500	
45	2250	
46	17450	47
47	771720	
48	5221	
49	43068	
50	1070	
51	11160	
52	64561	52
53	62779	
54	750	
55	64561	
56	1600	
57	200	2350
58	2250	
59	250	
60	9815	61
61	7250	
62	64	17015
63	63	220025
64	17015	63
65	220025	DEPT REAM

202200 Interimite Report

Number D210-11156-1

LIFE RAFT CONTAINER  
UNIT COST \$600  
NTBR 29,000 HRS

ORLA Outputs

ORLA INPUT DATA	1	1350000	123	558000	3	5521	4	1917000
600.00			52.00	12000	52.00	12000		
100.00			52.00	3520	52.00	3520		
50.00			52.00	247	52.00	247		
12.00			12.00	19518	12	29346		
12.00			12.00	21762	12	2280	13	<u>1971628 Disease Cost</u>
12.00			12.00	11	11			
12.00			12.00	1350000	14	1350000	14	
12.00			12.00	111600	15	60700	15	
12.00			12.00	111600	16	60700	16	
12.00			12.00	111600	17	60700	17	
12.00			12.00	450000	18	450000	18	
12.00			12.00	450000	19	1516500	19	
12.00			12.00	21	43074			
12.00			12.00	22	43074			
12.00			12.00	23	43074			
12.00			12.00	24	43074			
12.00			12.00	25	43074			
12.00			12.00	26	43074			
12.00			12.00	27	43074			
12.00			12.00	28	6421	27	84733	
12.00			12.00	29	1737			
12.00			12.00	30	3759	10	3137	
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12.00			12.00	188				
12.00			12.00	189				
12.00			12.00	190				
12.00			12.00	191				
12.00			12.00	192				
12.00			12.00	193				
12.00			12.00	194				
12.00			12.00	195				
12.00			12.00	196				
12.00			12.00	197				
12.00			12.00	198				
12.00			12.00	199		</td		

LIVE RABBIT CONTAINER  
UNIT COST \$1200  
SHTR 20,000 HOURS

ORUS AESTIVUS

LIFE RAFT CONTAINER  
UNIT COST \$300  
MFR 10,000 HOURS

DATA OUTPUTS

DATA INPUT DATA		DATA OUTPUTS	
1	300.00	1	675000
2	300.00	2	66000
3	300.00	3	559500
4	300.00	4	1240500
5	300.00	5	5521
6	300.00	6	12000
7	300.00	7	247
8	300.00	8	247
9	300.00	9	25266
10	300.00	10	21073
11	300.00	11	43641
12	300.00	12	64734
13	300.00	13	1111562 <u>Percent Cost</u>
14	300.00	14	675000
15	300.00	15	66000
16	300.00	16	112300
17	300.00	17	2230
18	300.00	18	45000
19	300.00	19	840750
20	300.00	20	5121
21	300.00	21	41644
22	300.00	22	12000
23	300.00	23	45000
24	300.00	24	45000
25	300.00	25	180000
26	300.00	26	3944
27	300.00	27	91913
28	300.00	28	11016
29	300.00	29	3471
30	300.00	30	3750
31	300.00	31	3750
32	300.00	32	3750
33	300.00	33	600
34	300.00	34	11750
35	300.00	35	300
36	300.00	36	2250
37	300.00	37	2550
38	300.00	38	12657
39	300.00	39	36000
40	300.00	40	49657
41	300.00	41	41
42	300.00	42	675000
43	300.00	43	1560
44	300.00	44	112500
45	300.00	45	44760
46	300.00	46	31000
47	300.00	47	866760
48	300.00	48	5521
49	300.00	49	43068
50	300.00	50	30000
51	300.00	51	22300
52	300.00	52	73949
53	300.00	53	129468
54	300.00	54	129468
55	300.00	55	750
56	300.00	56	1670
57	300.00	57	1670
58	300.00	58	2350
59	300.00	59	700
60	300.00	60	2250
61	300.00	61	2550
62	300.00	62	16682
63	300.00	63	7200
64	300.00	64	26882
65	300.00	65	1101562 <u>Percent Return</u>

Number D210-11156-1

LIFE RAFT CONTAINERS  
UNIT COST \$200  
NTDR 10,000 HOURS

DATA OUTPUTS

OPA INPUT DATA		OPA OUTPUTS	
1	1350000	1	1212000
2	1115000	2	2481000
3	5521	3	5521
4	24000	4	24000
5	7500	5	7500
6	247	6	247
7	37268	7	37268
8		8	
9	10	9	10
10	21093	10	21093
11	43441	11	43441
12	64734	12	64734
13	2581002	13	2581002
14	<u>Purchase Cost</u>	14	<u>Purchase Cost</u>
15	1350000	15	1350000
16	220000	16	220000
17	24500	17	24500
18	98000	18	98000
19	5521	19	5521
20	1692000	20	1692000
21	43243	21	43243
22	24000	22	24000
23	24500	23	24500
24	160000	24	160000
25	3944	25	3944
26	108013	26	108013
27	3471	27	3471
28	1471	28	1471
29	3750	29	3750
30	16487	30	16487
31		31	
32	8000	32	8000
33	11750	33	11750
34	300	34	300
35	2250	35	2250
36	2550	36	2550
37	12657	37	12657
38	36600	38	36600
39	49657	39	49657
40	41	40	41
41	<u>Total Purchase Cost</u>	41	<u>Total Purchase Cost</u>
42	1350000	42	1350000
43	3906	43	3906
44	225000	44	225000
45	60520	45	60520
46	66006	46	66006
47	1733220	47	1733220
48		48	
49	5521	49	5521
50	43046	50	43046
51	6000	51	6000
52	22395	52	22395
53	76649	53	76649
54	129463	54	129463
55	750	55	750
56		56	
57	1600	57	1600
58	2150	58	2150
59	100	59	100
60	2250	60	2250
61	2550	61	2550
62	19682	62	19682
63	7200	63	7200
64	26882	64	26882
65	<u>Total Return</u>	65	<u>Total Return</u>

LIFE RENT CONTINUOUS  
UNIT COST \$1000  
MTBR 10000 HOURS

ORLA OUTPUTS

ORLA INPUT DATA			
1200.00	210000	4	49162000
1210.10	210000	5	50111
1210.10	400000	6	75000
1210.10	75000	7	747
1210.10	210000	8	61263
1210.10	210000	9	
1210.10	210000	10	61734
1210.10	410641	11	
1210.10	410641	12	13
1210.10	2700000	14	2033002 <u>Decrease Cost</u>
1210.10	2700000	15	
1210.10	450000	16	
1210.10	180000	17	
1210.10	180000	18	2161000
1210.10	210000	19	
1210.10	450000	20	
1210.10	450000	21	
1210.10	180000	22	
1210.10	180000	23	
1210.10	180000	24	
1210.10	180000	25	
1210.10	180000	26	
1210.10	180000	27	141013
1210.10	180000	28	
1210.10	180000	29	
1210.10	180000	30	16487
1210.10	180000	31	
1210.10	180000	32	
1210.10	180000	33	
1210.10	180000	34	
1210.10	180000	35	
1210.10	180000	36	
1210.10	180000	37	
1210.10	180000	38	
1210.10	180000	39	
1210.10	180000	40	49857 41 <u>Intercalate Repair</u>
1210.10	2700000	42	
1210.10	450000	43	
1210.10	450000	44	
1210.10	450000	45	
1210.10	130000	46	
1210.10	130000	47	3467040
1210.10	450000	48	
1210.10	450000	49	
1210.10	210000	50	
1210.10	210000	51	
1210.10	210000	52	62949
1210.10	129645	53	
1210.10	129645	54	129668
1210.10	750	55	
1210.10	1600	56	
1210.10	320	57	
1210.10	60	58	2350
1210.10	2350	59	
1210.10	62	60	2350
1210.10	12632	61	
1210.10	12632	62	
1210.10	64	63	26682
1210.10	64	64	26682 65 <u>Intercalate Repair</u>

LIFE RAFT CONTAINER  
UNIT COST \$300  
MTD 4000 Hours

DATA OUTPUTS

DETA INPUT DATA		DATA OUTPUTS	
1	204.21	5	132500
2	316.63	6	14972500
3	268.69	7	267000
4	2324.63	8	7260
5	5226.63	9	247
6	1.06	10	522763
7	1.29	11	1082553
8	12.00	12	1616618
9	12.00	13	16672646 <u>Discard Cost</u>
10	12.00	14	675600
11	12.00	15	685600
12	12.00	16	271560
13	12.00	17	1113200
14	12.00	18	1113250
15	12.00	19	4636750
16	1.03	20	3521
17	1.03	21	11042
18	1.03	22	1120000
19	1.03	23	126000
20	1.03	24	111740
21	1.03	25	74740
22	1.03	26	3944
23	1.03	27	436993
24	1.03	28	323324
25	1.03	29	86254
26	1.03	30	409578
27	1.03	31	3750
28	1.03	32	1000
29	1.03	33	9000
30	1.03	34	11750
31	1.03	35	10914
32	1.03	36	2250
33	1.03	37	2550
34	1.03	38	341050
35	1.03	39	360350
36	1.03	40	40
37	65.00	41	377050
38	65.00	42	675050
39	12.00	43	187010
40	10.03	44	279420
41	225.00	45	1117200
42	225.00	46	723100
43	225.00	47	5326000
44	4.21	48	5521
45	4.21	49	43043
46	4.21	50	31060
47	4.21	51	536600
48	4.21	52	643469
49	4.21	53	3233237
50	4.21	54	3233237
51	4.21	55	750
52	4.21	56	1600
53	4.21	57	1600
54	4.21	58	7150
55	4.21	59	200
56	4.21	60	2250
57	4.21	61	2550
58	4.21	62	491325
59	4.21	63	491325
60	4.21	64	491325
61	4.21	65	491325 <u>Revert REPAIR</u>

Number D210-11156-1

<u>LIFE RAFT CONTAINER</u>	<u>UNIT COST \$600</u>	<u>MT3A 400 HOURS</u>	<u>ORIG OUTPUTS</u>
1	60.00	1150000	
2	120.00	2794500	29562000
3	180.00	55214	
4	240.00	53000	
5	300.00	7260	
6	360.00	247	
7	420.00	10	547028
8	480.00	108455	
9	540.00	11	
10	600.00	108663	1616618
11	660.00	12	13
12	720.00	116618	31723666
13	780.00	14	<u>Desired Cost</u>
14	840.00	115	
15	900.00	115	
16	960.00	115	
17	1020.00	115	
18	1080.00	115	
19	1140.00	115	
20	1200.00	10	
21	1260.00	10	
22	1320.00	10	
23	1380.00	10	
24	1440.00	10	
25	1500.00	10	
26	1560.00	10	
27	1620.00	10	
28	1680.00	10	
29	1740.00	10	
30	1800.00	10	
31	1860.00	10	
32	1920.00	10	
33	1980.00	10	
34	2040.00	10	
35	2100.00	10	
36	2160.00	10	
37	2220.00	10	
38	2280.00	10	
39	2340.00	10	
40	2400.00	10	
41	2460.00	10	
42	2520.00	10	
43	2580.00	10	
44	2640.00	10	
45	2700.00	10	
46	2760.00	10	10657500
47	2820.00	10	
48	2880.00	10	
49	2940.00	10	
50	3000.00	10	
51	3060.00	10	
52	3120.00	10	679469
53	3180.00	10	
54	3240.00	10	
55	3300.00	10	
56	3360.00	10	
57	3420.00	10	
58	3480.00	10	
59	3540.00	10	
60	3600.00	10	
61	3660.00	10	
62	3720.00	10	
63	3780.00	10	
64	3840.00	10	
65	3900.00	10	49375
66	3960.00	10	13074131
			<u>Dollar Return</u>

LIFE RAFT CONTAINER  
UNIT COST \$1200  
MTBR 400 HOURS

ORLA OUTPUTS

ORLA INPUT DATA		ORLA OUTPUTS	
1	2700000		
2	5539200		
3	5586020	4	59124000
4	5521		
5	1065000		
6	7200		
7	7247		
8	9		
9	1081028		
10	526703	9	1081028
11	1082635	12	1616610
12		13	61821616 <u>Discard Cost</u>
13	2700000		
14	3260700		
15	11172020		
16	11172020		
17	11172020		
18	4473100	19	10730000
19			
20	5521		
21	41046		
22	643600		
23	126000		
24	112000		
25	112000		
26	1544		
27	1027393		
28	32324		
29	32324		
30	66354		
31	3750		
32	3750		
33	8000		
34	11750		
35	2250		
36	2250		
37	2550		
38	31650		
39	31650		
40	377050	41	20566321 <u>Inventory Items</u>
41			
42	2700000		
43	11172020		
44	11172020		
45	447200		
46	2356400		
47	21335600		
48	5521		
49	41046		
50	146000		
51	558500		
52	751469		
53	3233237		
54	3233237		
55	716		
56	716		
57	1000		
58	1000		
59	2350		
60	2250		
61	2550		
62	491525		
63	7250		
64	498725	65	25803111 <u>Dear Return</u>

Number D210-11156-1

All Cockpit Controls  
UNIT COST \$50  
17788 10000 hours

### OPERA Outputs

OPTICAL INSTRUMENTS

44276 Disease Cont

20181 TERRANOMIA REGINA

65 97075 Duxor Searan



AIR COCKPIT CONTROL

Unit Cost \$200

MTBR 10,000 Hours

ORLA OUTAVS

<u>ORLA INPUT DATA</u>			
1	225000		
2	20000		
3	10000	4	414000
4	321		
5	521		
6	6000		
7	530		
8	247		
9		9	17340
10	175		
11	363		
12		12	538
13	223000		
14	13700		
15	12000		
16	10000		
17	16500		
18	16500	19	266500
19	5321		
20	1567		
21	6000		
22	6000		
23	1140		
24	1140		
25	5100		
26	1479	27	24827
27		23	52
28		29	95
29		30	150
30		31	750
31		32	300
32		33	2000
33		34	2750
34		35	300
35		36	600
36		37	900
37		38	3779
38		39	40
39		42	225000
40		44	19270
41		46	11600
		48	5321
		49	3537
		50	2500
		51	11160
		52	22263
		53	107632
		54	1076
		55	150
		56	
		57	400
		58	550
		59	300
		60	600
		61	900
		62	5446
		63	64
			5446 63
			203530 <u>Power Reserve</u>

Number D210-11156-1

ALR Cockpit Control  
UNIT Cost \$50  
UNIT 5000 HOURS

ORLR Outputs

<u>ORLR INPUT DATA</u>		<u>ORLR Outputs</u>	
1	50.00	56250	
2	50.00	9250	
3	200.00	5521	4
4	200.00	2500	150750
5	1.00	5640	
6	.10	5640	
7	.20	247	9
8	5.00	13908	
9	2.00	10	352
10	4.00	11	727
11	4.70	12	1079
12	4.70	13	<u>165777 Discard Cost</u>
13	100.00	14	56250
14	.15	15	1000
15	.00	16	9250
16	.00	17	625
17	.00	18	8375
18	.00	19	75300
19	.00	20	5521
20	.00	21	3527
21	.00	22	2500
22	.00	23	1250
23	.00	24	2220
24	.00	25	3600
25	.00	26	1479
26	.00	27	19957
27	.00	28	107
28	.00	29	194
29	.00	30	301
30	.49	31	750
31	.19	32	
32	.19	33	2000
33	.69	34	2750
34	1.39	35	250
35	4.61	36	635
36	10.00	37	900
37	6.00	38	7573
38	1.00	39	40
39	10.00	40	<u>7578 41 106986 Interim Output Remia</u>
40	.20	41	56250
41	225.00	42	
		43	44444
		44	9250
		45	8375
		46	5500
		47	79643
		48	5521
		49	3587
		50	500
		51	22330
		52	31908
		53	2158
		54	2158
		55	150
		56	552
		57	400
		58	550
		59	100
		60	600
		61	900
		62	10921
		63	64
		64	<u>10921 65 126160 Dept Remia</u>

All Cockpit Controls  
UNIT COST \$100  
AT&T 5000 NOVA

ORIG OUTPUTS

ORIG INPUT DATA	1	2	112500
100.00	100.00	3	100500
100.00	100.00	4	301000
100.00	100.00	5	5521
100.00	100.00	6	4000
100.00	100.00	7	2500
100.00	100.00	8	247
100.00	100.00	9	17268
100.00	100.00	10	352
100.00	100.00	11	727
100.00	100.00	12	1079
100.00	100.00	13	211247 <u>Discard Count</u>
100.00	100.00	14	102570
100.00	100.00	15	102500
100.00	100.00	16	102500
100.00	100.00	17	102500
100.00	100.00	18	102500
100.00	100.00	19	102500
100.00	100.00	20	5521
100.00	100.00	21	3737
100.00	100.00	22	4000
100.00	100.00	23	2600
100.00	100.00	24	2220
100.00	100.00	25	2100
100.00	100.00	26	1474
100.00	100.00	27	21907
100.00	100.00	28	102
100.00	100.00	29	106
100.00	100.00	30	10
100.00	100.00	31	750
100.00	100.00	32	352
100.00	100.00	33	2000
100.00	100.00	34	2750
100.00	100.00	35	300
100.00	100.00	36	600
100.00	100.00	37	900
100.00	100.00	38	7578
100.00	100.00	39	40
100.00	100.00	40	7578
100.00	100.00	41	106186 <u>Intermediate Return</u>
100.00	100.00	42	112500
100.00	100.00	43	100500
100.00	100.00	44	19500
100.00	100.00	45	16743
100.00	100.00	46	11000
100.00	100.00	47	159285
100.00	100.00	48	5521
100.00	100.00	49	1262
100.00	100.00	50	10000
100.00	100.00	51	21320
100.00	100.00	52	32433
100.00	100.00	53	215854
100.00	100.00	54	2158
100.00	100.00	55	150
100.00	100.00	56	100
100.00	100.00	57	400
100.00	100.00	58	300
100.00	100.00	59	600
100.00	100.00	60	900
100.00	100.00	61	10921
100.00	100.00	62	10921
100.00	100.00	63	64
100.00	100.00	64	10921 65 <u>Intercept Return</u>

AIR COCKPIT CONTROL  
 UNIT COST \$ 200  
 MTBR 5000 HOURS

area outputs

<u>CPLA INPUT DATA</u>	
1	223030
2	4900
3	370300
4	602000
5	1521
6	8000
7	7500
8	247
9	21268
10	352
11	727
12	1079
13	624317 <u>Disease Case</u>
14	2210000
15	310300
16	312000
17	315000
18	31500
19	19
20	1521
21	1521
22	8070
23	2223
24	2220
25	225
26	1479
27	30407
28	107
29	194
30	301
31	750
32	750
33	2070
34	2750
35	320
36	690
37	900
38	7578
39	40
40	7578
41	7578 <u>Treatment Period</u>
42	2210000
43	30000
44	35570
45	220000
46	47
47	5521
48	3557
49	2000
50	22320
51	22320
52	22468
53	2158
54	2158
55	150
56	150
57	400
58	550
59	300
60	600
61	900
62	10921
63	10921
64	10921 <u>Repair Period</u>

ALR Cockpit Control  
UNIT COST \$50 -  
NTBR 1000 Hours

ORLA OUTPUTS

ORLA INPUT DATA		<u>ORLA OUTPUTS</u>	
1	10.00	54250	
2	10.00	4750	
3	1000.00	465750	4
4	1.00	5521	
5	1.00	9500	
6	1.00	7270	
7	1.00	247	
8	1.00	22768	
9	2.00	10	
10	4.00	1756	9
11	4.00	1631	
12	100.00	5389	13
13	100.00	254902	<u>Diseased Carts</u>
14	10.00	56210	
15	10.00	52150	
16	10.00	46500	
17	10.00	41500	
18	10.00	41875	140975
19	10.00	5521	
20	10.00	5287	
21	10.00	1287	
22	10.00	1500	
23	10.00	1070	
24	10.00	11160	
25	10.00	9660	
26	10.00	1472	
27	10.00	41247	
28	10.00	233	
29	10.00	29	
30	10.00	964	
31	10.00	750	
32	10.00	10	
33	10.00	1507	
34	10.00	2000	
35	10.00	33	
36	10.00	2000	
37	10.00	34	
38	10.00	2750	
39	10.00	35	
40	10.00	600	
41	10.00	36	
42	10.00	37340	17
43	10.00	17	
44	10.00	900	
45	10.00	37340	
46	10.00	17	
47	10.00	40	
48	10.00	37848	
49	10.00	41	
50	10.00	36250	
51	10.00	46500	
52	10.00	41247	
53	10.00	25150	
54	10.00	47	
55	10.00	176816	
56	10.00	5521	
57	10.00	48	
58	10.00	3537	
59	10.00	50	
60	10.00	2000	
61	10.00	111740	
62	10.00	32	
63	10.00	10777	
64	10.00	54	
65	10.00	10777	
66	10.00	150	
67	10.00	35	
68	10.00	400	
69	10.00	35	
70	10.00	300	
71	10.00	350	
72	10.00	600	
73	10.00	600	
74	10.00	900	
75	10.00	34347	
76	10.00	61	
77	10.00	62	
78	10.00	63	
79	10.00	64	
80	10.00	36562	
81	10.00	65	
82	10.00	36960	<u>Diseased Carte Revenue</u>
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84	10.00	36960	<u>Diseased Carte Revenue</u>
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86	10.00	36960	<u>Diseased Carte Revenue</u>
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284	10.00	36960	<u>Diseased Carte Revenue</u>
285	10.00	65	
286	10.00	36960	<u>Diseased Carte Revenue</u>
287	10.00	65	
288	10.00	36960	<u>Diseased Carte Revenue</u>
289	10.00	65	
290	10.00	36960	<u

Mr. Cooper Control  
UNIT COST \$100  
1170R 1000 Hours

One MonthOP1A INPUT DATA

1	100.00	1112500	42	112500
2	100.00	933500	4	1033500
3	100.00	5	5521	
4	100.00	6	16000	
5	100.00	7	7500	
6	100.00	8	247	
7	100.00	9	32268	
8	100.00	10	1756	
9	100.00	11	1633	12
10	100.00	12	5189	13
11	100.00	13	409152	<u>Precise Cost</u>
12	100.00	14	1112500	
13	100.00	15	12500	
14	100.00	16	933500	
15	100.00	17	32268	
16	100.00	18	3221	
17	100.00	19	299000	
18	100.00	20	3521	
19	100.00	21	13600	
20	100.00	22	14570	
21	100.00	23	11600	
22	100.00	24	12170	
23	100.00	25	1479	27
24	100.00	26	53847	
25	100.00	27	328	
26	100.00	28	969	
27	100.00	29	1507	
28	100.00	30	750	
29	100.00	31	2000	
30	100.00	32	2750	
31	100.00	33	329	
32	100.00	34	606	
33	100.00	35	37848	37
34	100.00	36	900	
35	100.00	37	37848	
36	100.00	38	40	37848
37	100.00	39	40	41
38	100.00	40	112500	
39	100.00	41	933500	
40	100.00	42	112500	
41	100.00	43	5521	
42	100.00	44	933500	
43	100.00	45	63835	
44	100.00	46	50300	
45	100.00	47	341635	
46	100.00	48	3521	
47	100.00	49	3281	
48	100.00	50	40000	
49	100.00	51	1112500	
50	100.00	52	124888	
51	100.00	53	10777	
52	100.00	54	10777	
53	100.00	55	150	
54	100.00	56	470	
55	100.00	57	470	
56	100.00	58	300	
57	100.00	59	670	
58	100.00	60	670	
59	100.00	61	900	
60	100.00	62	54547	
61	100.00	63	64	54547
62	100.00	64	65	<u>54547</u> <u>Dollar Repair</u>

ALR Cockpit Control  
Unit Cost \$200  
HTBR 1000 Hours

DRG Outputs

DRG INPUT DATA

1	217.00	217.00	225000	1463000	4	2107000
2	204.00	204.00	5	5521		
3	169.00	169.00	6	34000		
4	169.00	169.00	7	7500		
5	1.00	1.00	8	247		
6	1.00	1.00	9	51268		
7	1.00	1.00	10	1756		
8	1.00	1.00	11	3633	12	5389
9	1.00	1.00	13	2163637	<u>Discard Cost</u>	
10	1.00	1.00	14	225000		
11	1.00	1.00	15	15000		
12	1.00	1.00	16	10500		
13	1.00	1.00	17	3500		
14	1.00	1.00	18	167200		
15	1.00	1.00	19	597000		
16	4.00	4.00	20	5221		
17	1.00	1.00	21	3131		
18	1.00	1.00	22	30000		
19	1.00	1.00	23	70000		
20	1.00	1.00	24	11160		
21	1.00	1.00	25	16800		
22	1.00	1.00	26	1479		
23	1.00	1.00	27	75547		
24	1.00	1.00	28	533		
25	1.00	1.00	29	969		
26	1.00	1.00	30	1507		
27	1.00	1.00	31	730		
28	1.00	1.00	32	33		
29	1.00	1.00	33	2000		
30	1.00	1.00	34	2740		
31	1.00	1.00	35	190		
32	1.00	1.00	36	600		
33	1.00	1.00	37	900		
34	1.00	1.00	38	37548		
35	1.00	1.00	39	40		
36	1.00	1.00	40	37848	41	713352
37	1.00	1.00	41	225000		<u>Intermediate Rates</u>
38	1.00	1.00	42	40000		
39	1.00	1.00	43	186500		
40	1.00	1.00	44	162775		
41	1.00	1.00	45	100000		
			46	683270		
				47		
				5221		
				533		
				6000		
				11160		
				123683		
				10777		
				53		
				10777		
				54		
				55		
				56		
				57		
				400		
				58		
				300		
				60		
				600		
				61		
				900		
				62		
				54547		
				63		
				64		
				56247		
				65		
				878912		<u>Dear Repairs</u>

ALR CABIN CONTROL

Unit Cost \$75

MTR 10,000 Hours

ORL INPUT DATAORL OUTPUTS

1	75.00	84375	1425	69750	4	155250
2	75.00	5521	5	2250		
3	1.00	2250	6	5580		
4	1.00	5580	7	247		
5	1.00	247	8	9		
6	1.00	9	10	175		
7	1.00	175	11	363		
8	1.00	363	12	538		
9	1.00	538	13	13598		
10	1.00	13598	14	84375		
11	1.00	84375	15	21125		
12	1.00	21125	16	7125		
13	1.00	7125	17	6362		
14	1.00	6362	18	5521		
15	1.00	5521	19	99600		
16	1.00	99600	20	5521		
17	1.00	5521	21	22125		
18	1.00	22125	22	22125		
19	1.00	22125	23	11400		
20	1.00	11400	24	3240		
21	1.00	3240	25	1726		
22	1.00	1726	26	28		
23	1.00	28	27	55		
24	1.00	55	29	31		
25	1.00	31	30	750		
26	1.00	750	31	32		
27	1.00	32	33	2070		
28	1.00	2070	34	2750		
29	1.00	2750	35	276		
30	1.00	276	36	600		
31	1.00	600	37	900		
32	1.00	900	38	3779		
33	1.00	3779	39	40		
34	1.00	40	41	3779		
35	1.00	3779	42	84375		
36	1.00	84375	43	175		
37	1.00	175	44	7125		
38	1.00	7125	45	6278		
39	1.00	6278	46	4350		
40	1.00	4350	47	102903		
41	1.00	102903	48	5521		
42	1.00	5521	49	3337		
43	1.00	3337	50	11750		
44	1.00	11750	51	11160		
45	1.00	11160	52	21018		
46	1.00	21018	53	1076		
47	1.00	1076	54	1076		
48	1.00	1076	55	56		
49	1.00	56	56	57		
50	1.00	57	57	400		
51	1.00	400	58	550		
52	1.00	550	59	600		
53	1.00	600	60	900		
54	1.00	900	61	5646		
55	1.00	5646	62	62		
56	1.00	62	63	64		

169386 Direct Cost123919 External Power Return111192 Direct Return544665





ALC CABIN CONTROL  
UNIT COST \$ 75  
STMR 5000 Hours

UNIV COST \$ 75  
NTAR \$200 Hous

A 6261 1-237

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### ORLA OUTPUTS

				<i>Zerstor. Rennse</i>
56				
57	400	150		
59	300			
60	600			
62	10921	970		
63	64	10921	166211	63

AIR CABIN CONTROL  
UNIT COST \$150  
INTER 5000 HOURS

DATA OUTPUTS

<u>CPLA INPUT DATA</u>		<u>DATA OUTPUTS</u>	
1	150.00	168750	
2	150.00	279750	4
3	25.00	5521	451500
4	1.00	6000	
5	1.00	7500	
6	1.00	7500	
7	6.00	247	
8	6.00	19260	
9	2.00	10	132
10	4.00	11	127
11	4.00	12	1079
12	100.00	13	111841 <u>Process Cost</u>
13	100.00	14	169750
14	100.00	15	21000
15	100.00	16	27750
16	100.00	17	31250
17	4.00	18	25260
18	15.00	19	726050
19	20.00	20	
20	20.00	21	1521
21	12.50	22	6630
22	12.50	23	2750
23	12.50	24	2220
24	12.50	25	6647
25	20.00	26	1726
26	20.00	27	28594
27	20.00	28	107
28	20.00	29	162
29	20.00	30	269
30	1.00	31	750
31	1.00	32	
32	1.00	33	2009
33	1.00	34	2750
34	4.00	35	306
35	10.00	36	600
36	6.00	37	900
37	12.00	38	7578
38	12.00	39	40
39	12.00	40	7378
40	225.00	41	168750
41	225.00	42	43
		43	2750
		44	27750
		45	25127
		46	16500
		47	298927
		48	5521
		49	3587
		50	1500
		51	22385
		52	32998
		53	2150
		54	2150
		55	1.0
		56	
		57	400
		58	100
		59	600
		60	600
		61	900
		62	10921
		63	10921
		64	10921
		65	10921

AER CABIN CONTROL

**UNIT COST \$300**  
**ITTER 5000 HOURS**

East Africa

002-147 Disease Cost

4-63	15	337500
136-69	16	60750
136-69	17	55000
136-69	18	56400
	19	451200
4-63	20	5521
4-63	21	1237
1C-72	22	12C-72
1C-72	23	3C-09
2C-69	24	2220
2C-69	25	10600
12-82	26	1276
12-82	27	38734
2C-69	28	107
2C-69	29	162
2C-69	30	39
2C-69	31	750
2C-69	32	2000
2C-69	33	34
2C-69	34	100
2C-69	35	600
2C-69	36	600
1-63	37	37
1-63	38	7376
1-63	39	40
	40	7378
	41	337600
	42	1520
	43	55200
	44	26255
	45	22500

991431 INSTITUTE MEDICAL REPORT

10.00  
12.00  
225.00

333333 DEPUT REPAIR

10921 63

AIR CABIN CONTROL

Unit Cost \$ 75  
HTD 1000 Hours

Per Unit Cost

<u>Op. &amp; Input Data</u>		<u>Per Unit Cost</u>		<u>Disease Cost</u>		<u>Entertainment Revenue</u>	
1	75.00	1	84225	1	7125	1	64547
2	75.00	2	69325	2	790125	2	116303
3	100.00	3	5521	3	1250	3	146250
4	100.00	4	1000	4	7500	4	100000
5	100.00	5	1000	5	247	5	100000
6	100.00	6	1756	6	2716	6	175600
7	100.00	7	1613	7	12	7	161300
8	100.00	8	1613	8	12	8	161300
9	100.00	9	84225	9	12	9	842250
10	100.00	10	1756	10	12	10	175600
11	100.00	11	1613	11	12	11	161300
12	100.00	12	5389	12	12	12	538900
13	100.00	13	5389	13	12	13	538900
14	100.00	14	84225	14	12	14	842250
15	100.00	15	1613	15	12	15	161300
16	100.00	16	1613	16	12	16	161300
17	100.00	17	6225	17	12	17	622500
18	100.00	18	6225	18	12	18	622500
19	100.00	19	224350	19	12	19	224350
20	100.00	20	1521	20	12	20	152100
21	100.00	21	1521	21	12	21	152100
22	100.00	22	1547	22	12	22	154700
23	100.00	23	11250	23	12	23	112500
24	100.00	24	4050	24	12	24	40500
25	100.00	25	11160	25	12	25	111600
26	100.00	26	12000	26	12	26	120000
27	100.00	27	1726	27	12	27	172600
28	100.00	28	538	28	12	28	53800
29	100.00	29	607	29	12	29	60700
30	100.00	30	1365	30	12	30	136500
31	100.00	31	750	31	12	31	75000
32	100.00	32	2000	32	12	32	200000
33	100.00	33	34	33	12	33	3400
34	100.00	34	2150	34	12	34	21500
35	100.00	35	200	35	12	35	20000
36	100.00	36	600	36	12	36	60000
37	100.00	37	900	37	12	37	90000
38	100.00	38	37348	38	12	38	3734800
39	100.00	39	40	39	12	39	40000
40	100.00	40	37448	40	12	40	3744800
41	100.00	41	84225	41	12	41	8422500
42	100.00	42	1500	42	12	42	150000
43	100.00	43	6225	43	12	43	622500
44	100.00	44	1521	44	12	44	152100
45	100.00	45	1521	45	12	45	152100
46	100.00	46	5521	46	12	46	552100
47	100.00	47	1567	47	12	47	156700
48	100.00	48	1000	48	12	48	100000
49	100.00	49	1000	49	12	49	100000
50	100.00	50	1000	50	12	50	100000
51	100.00	51	111780	51	12	51	1117800
52	100.00	52	123688	52	12	52	1236880
53	100.00	53	10777	53	12	53	1077700
54	100.00	54	150	54	12	54	150000
55	100.00	55	400	55	12	55	400000
56	100.00	56	320	56	12	56	320000
57	100.00	57	400	57	12	57	400000
58	100.00	58	600	58	12	58	600000
59	100.00	59	600	59	12	59	600000
60	100.00	60	600	60	12	60	600000
61	100.00	61	900	61	12	61	900000
62	100.00	62	53547	62	12	62	5354700
63	100.00	63	54547	63	12	63	5454700

ALR CABIN CONTROL  
UNIT COST \$150  
NTBR 1000 HOURS

ALR OUTPUTS

<u>ALR INPUT DATA</u>		<u>ALR OUTPUTS</u>	
1	150.00	168750	4
123	150.00	14250	1380250
124	150.00	139750	
125	150.00	13221	
126	28500	28500	
127	28500	27500	
128	28500	247	
129	150.00	41768	
130	150.00	1756	
131	150.00	3633	
132	150.00	5389	
133	150.00	12	
134	150.00	12	
135	150.00	12	
136	150.00	12	
137	150.00	12	
138	150.00	12	
139	150.00	19	
140	150.00	5521	
141	150.00	21	
142	150.00	21	
143	150.00	22	
144	150.00	22	
145	150.00	23	
146	150.00	24	
147	150.00	11160	
148	150.00	16920	
149	150.00	1726	
150	150.00	27	
151	150.00	67714	
152	150.00	28	
153	150.00	538	
154	150.00	29	
155	150.00	807	
156	150.00	30	
157	150.00	1345	
158	150.00	31	
159	150.00	750	
160	150.00	32	
161	150.00	2000	
162	150.00	33	
163	150.00	34	
164	150.00	2750	
165	150.00	35	
166	150.00	300	
167	150.00	36	
168	150.00	600	
169	150.00	37	
170	150.00	900	
171	150.00	38	
172	150.00	37848	
173	150.00	40	
174	150.00	41	
175	150.00	168750	
176	150.00	42	
177	150.00	13000	
178	150.00	125500	
179	150.00	125753	
180	150.00	75450	
181	150.00	47	
182	150.00	35221	
183	150.00	4849	
184	150.00	1587	
185	150.00	6000	
186	150.00	111780	
187	150.00	51	
188	150.00	10777	
189	150.00	52	
190	150.00	126898	
191	150.00	53	
192	150.00	10777	
193	150.00	54	
194	150.00	150	
195	150.00	35221	
196	150.00	400	
197	150.00	400	
198	150.00	110	
199	150.00	600	
200	150.00	60	
201	150.00	60	
202	150.00	61	
203	150.00	900	
204	150.00	62	
205	150.00	63	
206	150.00	64	
207	150.00	34547	
208	150.00	65	
209	150.00	204111	
210	150.00	204111	
211	150.00	204111	
212	150.00	204111	
213	150.00	204111	
214	150.00	204111	
215	150.00	204111	
216	150.00	204111	
217	150.00	204111	
218	150.00	204111	
219	150.00	204111	
220	150.00	204111	
221	150.00	204111	
222	150.00	204111	
223	150.00	204111	
224	150.00	204111	
225	150.00	204111	
226	150.00	204111	
227	150.00	204111	
228	150.00	204111	
229	150.00	204111	
230	150.00	204111	
231	150.00	204111	
232	150.00	204111	
233	150.00	204111	
234	150.00	204111	
235	150.00	204111	
236	150.00	204111	
237	150.00	204111	
238	150.00	204111	
239	150.00	204111	
240	150.00	204111	
241	150.00	204111	

1622400 Disease Cost5230731 Insurance Return37848 41 5230731 Insurance Return

ALR CHAIN CONTROL  
UNIT COST \$300  
MOTOR 1000 HOURS

UNIT COST \$300  
MTDR 1000 HOURS

### Cross Outputs